

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORMIO" Capt. F. Sembill	WEDNESDAY, 9th June, Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Döwrs	WEDNESDAY, 15th June, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"YORCK" Capt. J. Raendermann	About THURSDAY, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 18th June, 10 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lent	SATURDAY, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	7th June, P.M.
MARSHILLES, VIA PORTS	POLYNESIE	Broc	8th June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARNAND BEHIC	Guionnet	21st June, P.M.
MARSHILLES, VIA PORTS	SYDNEY	Rebulet	22nd June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th May, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents:

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1900.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS

7.30 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 15 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 15 minutes
2.15 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 6.00 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 30 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.00 a.m. to 12.00 noon	Every 15 minutes
12.00 noon to 1.00 p.m.	Every 15 minutes
1.00 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 6.00 p.m.	Every 15 minutes
6.00 p.m. to 7.00 p.m.	Every 15 minutes
7.00 p.m. to 8.00 p.m.	Every 10 minutes

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Canton, 1st April, 1900.

O. C. MOOSA, 1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVELINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 30th September, 1900.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, LAURE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Ombre and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1900.

AN INSPECTION INVITED.

Tinsbury, 6th August, 1900.

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UNREST IN INDO-CHINA.

CONCILIATORY POLICY OF HOME GOVERNMENT.

STRONG MEASURES REQUIRED.

M. Klobukowski, the Governor-General of Indo-China, has entered upon a remarkable political course which has aroused serious misgivings among the colonists. Sedition and rank Nationalism were most pronounced last year in Tonkin and Annam, and manifested themselves in plotting and rebellion. The strong arm of the Government crushed the risings after much bloodshed, and many plotters suffered death or had heavy sentences passed upon them. After the Government had thus shown its strength, the Governor-General determined on a policy of conciliation and of letting bygones be bygones. Reforms were introduced, and trials of insurgents and plotters were stopped. The idea seems to be to pass a sponge over the past, and to gain over the natives by just government. In short some kind of amnesty has been declared.

GRAVEN FEAR OF HUMANITARIANS.

This glossing over of unpleasant political events seems to be prompted by the home Government which, above all things, wishes to avoid parliamentary bother by showing how smoothly things are going in the Colony. The strength of the desire for political quiet in Indo-China is best shown by the mismanagement of the brigand campaign in Tonkin. The Colonial authorities only launched a field force against the outlaws when the crimes of the latter passed beyond endurance. The troops entered the brigand country in force, and pushed the outlaws hard for three weeks, engagement following engagement in quick succession. Then came a pause. The home Government grew alarmed lest the opposition and the humanitarianism in Parliament should make capital out of the bloodshed, and call it to account for allowing Tonkin to be in a disturbed condition. Word was sent to the Colonial authorities to conduct the operations that there should be few killed and wounded; especially among the French section of the field force. Too heavy a butcher's bill would give rise to unpleasant questions in the Parliament. A cynic in a Tonkin newspaper calls this warfare in kid gloves.

RESULTS OF NEW DEPARTURE.

The Colonial Government listened and set native levies at work against the outlaws, since the end of February. These levies have no heart in the business and let down the brigands gently. Their orders are to surround the enemy, to starve them out, and compel them to surrender. These tactics have resulted in the surrender only of those outlaws who had joined the brigands out of fear. But the veteran outlaws who have too many crimes to answer for keep the field. The outlaws see the nets spread before them, keep continually on the move, and only fight when driven to bay. The home Government has no idea that the outlaws and De Nam, their leader, are enemies whom no promises can bind, nor threats terrify. They are armed with up-to-date rifles and fight in regular order behind entrenchments, from which only artillery fire can drive them out. Humane methods are utterly thrown away upon them. The military commanders dare not shoot brigand sympathisers and burn their houses, from fear of stirring up the humanitarian party in France. The brigands shoot and burn at pleasure. As matters now stand the natives dread and serve the outlaws while they laugh at the officials.—*Strait Times*.

BRITISH & GERMAN GUNS.

ARMAMENT OF THE RIVAL "DREADNOUGHTS."

From time to time come reports of enormously improved heavy guns for German warships, guns which are said to hopelessly outrange the finest British models. I am able, says the Berlin correspondent of *The Navy*, in the current issue of that journal, to correct some false impressions which exist in England with regard to German naval ordnance.

Impressively, neither Krupp nor the Imperial Marine Office have as yet seriously taken up the 15.5-inch calibre idea, and while the arsenal at Essen has already turned out some experimental 12-inch weapons for prospective mounting on German warships, there is authentic data to prove these somewhat inferior to the latest British model of corresponding calibre.

For the *Vesuvius* and her immediate successors, at least, it is quite certain that 11-inch gun will constitute the main battery. The 11-inch (28 centimetre) Krupp gun is a very fine weapon, particularly the 50-calibre type destined to arm the German *Dreadnoughts*.

Its weight is rather more than 49 tons; its armour-piercing projectile weighs 760 lb. With an initial velocity of 2,300 feet-per-second, the armour-piercing shell will penetrate 24½ in. of the toughest armour (Krupp cemented) at 3,000 yards; 19 in. at 5,000 yards, and 8½ in. at 10,000 yards. Two rounds can be got off with ease every minute with the latest loading and turret arrangements. It is thus plain that the potentiality of this splendid weapon is not to be despised. It is the latest word in German naval artillery, all exaggerated rumours to the contrary.

Turning to the contemporary weapon with which the British *Dreadnoughts* are armed, however, we find it to be superior in every respect—save that of fire rapidly—to the latest Krupp model. The weight is considerably over 60 tons, while the projectile weighs 850 lb., or 93 lb. more than the German. So far as I am aware, no exact figures regarding the muzzle velocity have yet been published, but it is well over 3,000 foot seconds, and the armour-piercing projectile will penetrate 24½ in. of Krupp cemented armour at 3,000 yards. A comparison of these figures with those given above for German will show that in most of the features which go to make the perfect naval heavy gun the British type is pre-eminent.—*Fall Mall Gazette*.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a BALL below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sai Kwan.
Stanley.	Sai Kwan.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

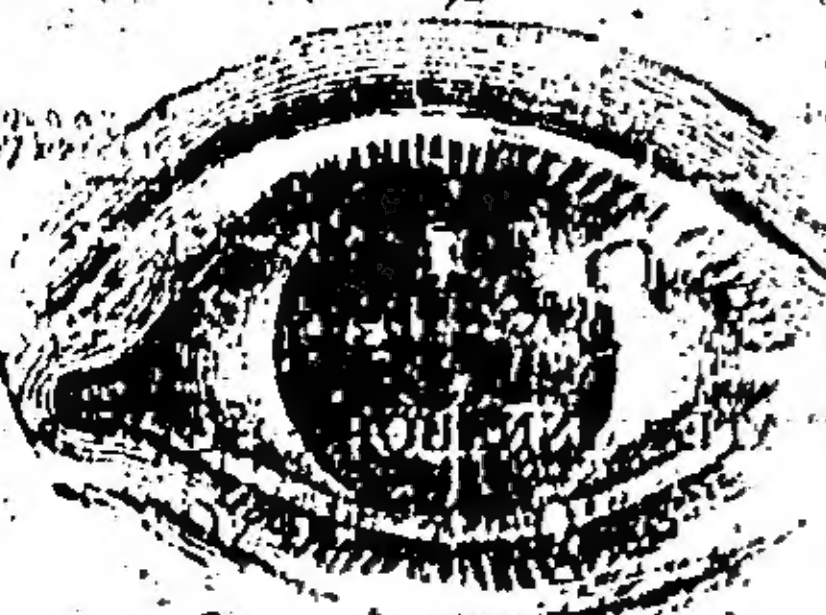
Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FROO, Director.

15th July, 1901.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON.

CALCUTTA.

SHANGHAI.

9, John Street, Bedford Row, W.C.

59, Beutuck Street

56, Neuking Road

Hongkong, 4th March 1900.

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Entimination.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS

FIRST FLOOR CARD TABLES

2ft. 6in. x 2ft. 6in. from \$10

AND

3ft. x 3ft. from \$21.

COVERED GREEN OR RED BAIZE.

ENVELOPE FOLDING

CARD TABLES

from \$21.50, covered in BAIZE,

IMITATION LEATHER OR

REAL SKIN IN ALL COLORS

SMOKERS' CABINETS

in dainty and artistic designs,

FITTED with COPPER and

SILK PANELS, WITH KEYS

TO ALL CUPBOARDS AND

DRAWERS.

\$15, \$18.50 AND \$21.50

LADIES' DESKS

AND BUREAUS

in ENGLISH and

AMERICAN STYLE

from \$27.50 to \$65.00

REVOLVING BOOKCASES

FINISHED IN NATURAL

TEAK OR TO IMITATE ALL

WOODS

PEDESTALS IN

VARIOUS SIZES AND STYLE,

READY FOR INSPECTION.

CARVED WHATNOTS

Both ordinary and

CORNER SHAPES

For BRIC-A-BRAC

ALL ARTICLES CHEERFULLY

SHOWN

WITH NO OBLIGATION TO

PURCHASE

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Hongkong, 4th June, 1909

Entimination.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911, and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations) conveyed as provided in Schedule A appended to any petition, by public or private sale, as may be thought fit.

2. Any person either for himself alone or for himself and others, may, on any day after the 1st day of October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on the 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—
(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-broking, as follows—

(i) in one concession for the whole State.

(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively—

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(2) KUPAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Paitan River.

(3) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the northern boundary of Province Clarke.

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch boundary on the South at Broekhoek point.

(5) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawat northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912, a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the annual sum to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any other matter that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A, appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Gibbs, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below—

Per tahil \$ 4.00
" 5 lbs packet 00.15
" 10 lbs packet 00.12
" 20 lbs packet 00.08
" 40 lbs packet 00.05

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above.

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and in any vessel containing Spirit for sale.

(k) As soon as the new Farmers have been appointed by the Government, they will be required to submit in writing to the Secretary to the Government at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent.

(l) If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(m) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(n) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—
SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903 and No. 5 of 1906.
The Gambling Proclamation No. 8 of 1901.

THE BLUE RIBBON OF THE SKY.

THE WRIGHT BROTHERS.

BY ONE WHO HAS MET THEM.

Those who know the United States will agree that there is no finer type of man to be found anywhere than the best American; and the Wrights, who are just now paying their long-promised visit to London, may well be classed among the best that that country produces. You only need to have known them for five minutes to realise this. They impress you at once as reserved, courteous, and straight. To judge by their looks you would not imagine they were brothers; they appear as different as two men, well can be. Orville has the dreamy eye of the poet; and a ready laugh; Wilbur, on the other hand, is stern of countenance, and his features rarely relax into a smile—certainly he has the stronger personality.

One enthusiast, among the many hero-worshippers who flocked to the Avocet Camp on Point Long, has even stated that no living British general or admiral can boast such commanding features. Be that as it may, one cannot but be impressed with the great force of character which lies behind the firm set of his rugged features. These men are sons of the people, bred in a land where all men are equal under the law. Although they might be the most fitted and lionized celebrities of the century, it seems natural, when you know them, that they should seek to preserve their identity as simple citizens of their country; that they should refuse to turn aside from their experiments and trials in order to enjoy the fruits of notoriety and a popularity that would be greatly prized by men of lesser build. They take their successes with the same moderation as their failures, and with a reserve that adds distinction to both.

A TRIUMPH OF METHOD.

If I were asked to name the outstanding trait in the characters of the Wrights I should not hesitate to say—Method. Watch Wilbur Wright at work. Method governs his every movement, and has infected, or been infected into, his assistants. If genius be, "infinite capacity for taking pains," then Carley's dictum makes a genius of the highest order of this man. There is certainly nothing about him or his brother that suggests that divine spark, through which the possessor flashes into prominence without effort. Their success has been solely due to their attitude for patient study, painstaking research, and exhaustive experiment in the problems they set out to solve.

I witnessed some of the finest of Wilbur Wright's flights at Le Mans, towards the close of last year. He had just arrived at his flying-ground after a trip into Le Mans for some necessary accessory. A minor detail, perhaps, but he made certain by going for it and then fitting it himself. He does all that he can himself, and personally supervises the rest. It is self, and he alone who adjusts the bogies under his aeroplane, by means of which it is conveyed to or from the starting-rail. He wastes no words and often works for an hour without speaking—a peculiarity which has earned for him the sobriquet of the "Silent" amongst the more voluble French folk with whom he has lived for so many months. His speech is slow, and betrays but little of the American intonation. He never speaks French, with so many English-speaking spectators one can afford to dispense with such linguistic accomplishments. "United States" is good enough for him. Similarly, he works in a leisurely fashion, but does not give any impression of laziness.

THE TWO BROTHERS.

There is, and has been from the first, a combination of deliberation and directness, a refinement of caution about the Wrights and their methods that stamp them as men apart. Such men must go forward in any walk of life; but in this new science of aviation they are just the type to win the highest place. More cleverness and determination will not carry one far. What is necessary is a slow and steady mastery of the subject in all its details; and this is the secret of Wilbur and Orville Wright's success. Orville has still to make his debut in Europe as a flyer; but in resource and determination he will be found no more lacking than his brother. Their flying skill is the same, from the first and until Wilbur's departure for Europe last year they have taken the helm alternately in the thousands of gliding and power plane experiments they have undertaken.

There is a simplicity about these pioneers of the air that endears them to all sportsmen, and has, from the time of their early experiments, won the confidence of all who have known them. There is no play to the gallery about them, no brag, and no snobishness. The best American cannot be spoiled, and once again we find these men to be good Americans. For this reason Wilbur and his brother will be more popular in England than in France. The French do not quite understand them, "Sincerely," you hear them exclaim, "Wilbur can afford himself a new cigarette after all his success! Does he intend to meet Alfonso in those old clothes? But the man is mad not to see the possibilities of the situation; if only he would adopt a French manner of ceremonies, or even live in an hotel!"—and so on.

"HAD TO FLY ON." Instead of which he caps off in his own shed. His work is his life, and nothing is allowed to stand in the way of it. He has set himself a standard of simple living with which he permits nothing to interfere. The day is warm, and you offer him a glass of wine from the well-stocked luncheon-basket which you bring out from Le Mans; but he declines. Very obliged, against my rules; had to fly on, he says, with a smile. In the practice of aviation a clear head and firm hand are necessary. If the man needs to be fit, similarly his machine must be kept in the pink of condition. Therefore, one finds that the preliminary tests and inspections that precede each flight are carried out with meticulous deliberation and

regularity that one can only liken to the regularity of a cinematograph show.

I am willing to believe that in many other walks of life the characters of the Wrights might have developed differently. There must be something sobering in flying. In this, perhaps, it may be akin to the pursuit of another sport—mountain climbing. There is in both a something, born of the upward struggle with the forces of Nature and of the expansion of the mind with the opening up of an ever-widening horizon, which accentuates the great and belittles the meaner things of life. The element of personal danger is to be found in both sports; but it may be discounted in each by that "infinite capacity for taking pains."

The parallel holds good in other details. Just as mountain climbing tends to develop the quantity of reserve in a man, and teaches him not to exceed the safe limit of his powers when at work, so the first man to conquer the air appears disinclined to pander to the sensationalism of to-day, either in their statements or their performances.

STEPHEN A. MARPLES,
M. Inst. A.E., A. M. I. Mech. E.
—Morning Leader.

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VASES AND PLATES, GOLD PHOTO

PICTURES, CARVED WOODY FIGURES,

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BUDDHAS, SILK-EMBROIDERED AND

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SETS, MOTHER-O'-PEARL INLAID

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KAGA AND NAGOYA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, 29th May, 1909. [454]

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FROM LONDON PER-LAST ENGLISH MAIL.

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SUGAR CORN SEEDS

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ALL IN PACKETS,

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Hongkong, 13th May, 1909. [539]

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with the latest improvement, the

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We sell our Adler under our

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A few lines will bring the Adler

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DOSE: One wine-glass after the two principal meals.

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EVERY KIND OF

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ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 9th March, 1909.

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HAIR DRESSING SALOON

HAS ALWAYS ON HAND

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GREEN ISLAND CEMENT COMPANY,

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PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag

ex Factory.

General Managers,

SHAWAN TOMES & Co.,

Hongkong, 10th August, 1908. [536]

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Price per Pint.....50 cents
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A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Only business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, 10 cents. Weekly, twenty-five cents (for cash only).

MARRIAGE.

On May 29, 1909, at Shanghai, Major ARTHUR A. S. BARNES, Wiltshire Regiment, Commandant Shanghai Volunteer Corps, to JEANNE PRENTICE, widow of W. A. Duncan-Cooper, M.D., and daughter of Mrs. John Prentice.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 4, 1909.

ABOUT CHITS.

We have long yearned for the day when chits, that is hotel chits, would be abolished. We have seen reputable men brought to the brink of bankruptcy through the system of paying "on the nod," and we have commiserated those whose excellent sense has allowed all and sundry to initial their cognomens to slips of paper which were worth exactly the price on which they were written. In various places the chit system has been discontinued. Attempts have been made to the Straits Settlements, and in Shanghai to stop the practice. In the Straits the system proved a failure and much about the same can be said of Shanghai. Now Japan has entered the field of repressing one of the greatest evils that the Orient knows. More than anything else has the chit been the ruin and damnation of youths from home. Never having been accustomed to pay for their waste except in ready cash, and

seldom having the opportunity of saving their names in an authoritative way, the chit idea appeals to them as peculiarly attractive. When the chit is signed the bill is paid, until the end of the month. In Japan, the Oriental Hotel has issued an advertisement that no more bar chits will be accepted. As you know, when the placard appears in a hotel stating that no chits will be received that is tantamount to saying that anybody who is anybody can sign to his heart's content. The action of the Oriental Hotel in Kobe will be appreciated best by those who have encountered the discomfort of attempting to make ends meet at the end of a strenuous month. Doubtless, the chit system has its advantages, and, until they get used to it, some persons may be inconvenienced by the new departure to be made by the Oriental Hotel in Japan, but it is doubtful if anyone conversant with the facts would deny that the evils arising out of the system seriously counterbalance any merits it may possess. On the one hand, hotels and other establishments where the signing of chits is permitted are frequently put to great trouble and loss in collecting the amounts due, more particularly in bad times such as those through which we are now passing. On the other hand, it is a truism to say that the fatal ease of putting one's name to a chit presents a great temptation to many persons, especially those new to the Far East, to spend more money than they can safely afford. Many a man of limited means, who has no desire to live extravagantly, finds when his month's chits are presented that he has unwittingly crippled his resources to a very unpleasant extent. To the chit in fact, not a few cases of financial embarrassment—and some tragedies—could readily be traced. All this is old news to most of our readers, not to say platitudinous, but even platitudes have their uses, and in the case of the "chit" system the abuses to which it is subject can hardly be insisted upon too often. We understand, says the *Kobe Herald*, that other well-known hotels here have under consideration a step similar to that now announced by the Oriental, and if, as it is to be hoped, will be the case, they decide to take the same course, a great deal will have been done toward rectifying the evils for which the "chit" system is responsible. At first, no doubt, the establishments which act in this way may experience some falling off in their receipts, but if the principal hotels combine to take joint action, there should be little permanent loss in this respect, while a great advantage would be obtained by the avoidance of bad debts and the need for the troublesome work of collecting. After all, a hotel bar business is essentially one that should be on a cash basis. It is, so, almost in every case, at home, and there is no valid reason why the same system should not prevail in Japan. The Oriental is, we think, to be congratulated on adopting this wise and public-spirited policy, and there is good reason to believe that it will not long be allowed to stand alone in taking a course which is as much in the true interests of the hotels as it is for the welfare of their customers.

LOCAL AND GENERAL.

THE German mail of the 5th May was delivered in London on the 2nd inst.

PROFESSOR TAKAGI Iwasaburo, of the College of Law in the Tokyo Imperial University, has been appointed to visit Europe and America on official business. Messrs. Katano Jitsunosuke, and Yamamoto Miyeno, instructors in the Yamaguchi Higher Commercial School, have been appointed to visit China.

IT was expected that Sir Francis Piggott (Chief Justice) would have delivered his decision today in the case in which Captain C. W. Mitchell, master of the steamer *Fook Sang*, is suing John Lemm, the architect, for damages for alleged misconduct with his wife. His Lordship had not had sufficient time to consider the various points submitted, but he intimated this morning that his judgment would be handed down some time next week.

WE have received from the office of the Nippon Yusen Kaisha particulars of special summer excursions to Japan ports and back, which will be open to the public from the 1st inst. to the 31st August. The circular contains a schedule of the Company's various vessels and gives a list of special reduced tickets which will hold good for the specified period. Special facilities in the way of overland travelling are to be provided.

A HANKOW dispatch of 23rd May says—M. La Verriere, Chancellor of the French Consulate at Hankow, fell overboard from the C. M. S. *Kuling* and was drowned. M. La Verriere was born in 1886, and was, therefore, in his twenty-third year. He went direct to Peking as student interpreter from the Oriental School, Paris. He remained in Peking for two years, and was sent to Hankow in 1907 as Chancellor. About two months ago he was appointed Acting Vice-Consul, a post that he was holding at the time of his death.

IT is reported from Formosa that the Oriental Sugar Company has now almost concluded its production of sugar this season. The total output is estimated at 130,000 bags. The Formosan mill of the Dai Nippon Sugar Refining Company, which has had an overflowing supply of cane, is expected to finish its operations in a few days. Its output also is estimated at 130,000 bags. Messrs Masuda and Abe, of Yokohama, and the Suzuki Shoten, of Kobe, are reported to be competing in the establishment of sugar mills in Formosa.

Kapsing Island Light.

BETTER LIGHTING OF APPROACH TO HONGKONG HARBOUR.

OFFICIAL CORRESPONDENCE.

The following correspondence was discussed at the meeting, on 17th May, 1909, of the General Committee of the Hongkong Chamber of Commerce:

Colonial Secretary's Office,
Hongkong, 29th March, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 18th instant in which you state that, in the opinion of the committee of the Chamber of Commerce the institution of a light on the southern end of Kapsing Island is urgently required as a leading light across the Harbour to the Caputina.

In this connection I am to inform you that the placing of a beacon on the Bunsanish Rock has been under the consideration of the Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Caputina would be better served than by placing a light in the position your Committee suggest: while at the same time what is a serious danger to navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion.—I am, &c.,

(Sgd.) A. G. M. FLETCHER,
for Colonial Secretary.

The Secretary,
The Chamber of Commerce.

The following acknowledgment was sent to the Government:

Chamber of Commerce,
Hongkong, 31st March, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8824/1909) in reply to mine of the 18th instant on the subject of the institution of a light on the Southern end of Kapsing Island and asking the Chamber for an expression of opinion as to the suggestion of placing a beacon on the Bunsanish Rock.

The above matter is now receiving my Committee's attention.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

The following memorandum prepared by Capt. Lloyd was received:

Re Light on Kapsing Island.

The proposal of the Government to place a light on the Bunsanish Rock, as a guide through the Kap Shui Moon, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kapsing Island is not likely to find endorsement amongst those who are practically affected by it.

While agreeing to the abstract that a light on Bunsanish Rock would be a good thing, and welcomed as pointing out the position of a danger, it nevertheless finds no favour as a bad weather guide through the Pass; and I do not think there is any keen desire for such, certainly not as a substitute for the one applied for. As a danger light it exists, but I cannot call to mind any accident of late connected with it; the name "Bunsanish" is presumably derived from some "Country-Wallah" in the old sailing ship, days striking.

It seems difficult to explain the reason for going so far afield for the solution of the problem it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviations for junks, &c.; there is no time for taking or using such, keen eye-sight and good judgment are the essentials of our piloting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be, that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision as to the site of the light.

(Sgd.) CHAS. V. LLOYD,
Master, s.s. *Fatshan*.

Hongkong, 7th April, 1909.

The sketch made by Capt. Lloyd was laid on the table.

The following letter was received from Capt. R. D. Thomas, Master of the s.s. *Hongshan*, Canton, 16th April, 1909.

Dear Sir,—I beg to acknowledge the receipt of your letter of the 13th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing lights on Kapsing Island and Tong Ku. With regard to the Government proposal to place a light on the Bunsanish Rock as a guide across the harbour to the Kap Shui Moon, and the opinion that it would furnish more protection than a light on Kapsing Island does not recommend itself to those most affected by it. Whilst agreeing that a light or beacon on the Bunsanish Rock would be useful as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into danger and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in his course on which more than one vessel has struck during my time on the river. On

the other hand, it is absolutely necessary to pick up Kapsing Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain and one is unable to clearly distinguish the contour of the land, the Southern fore-shore of Kapsing Island and the Eastern fore-shore of Lantau Island in the neighbourhood of the Pass are so much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

Now with a small white house (in which to keep the light) built on the Southern fore-shore of Kapsing Island this difficulty would disappear, as the one shore would then have a distinctive mark and the direction of the light would then be quite as useful during the day as it would be at night.—I remain, &c.,

(Sgd.) R. D. THOMAS,
Master, s.s. *Hongshan*.

E. A. M. WILLIAMS, Esq.,
Secretary,
Hongkong General Chamber of Commerce.

I endorse all Capt. Thomas' remarks re light on Kapsing Island. After many years' experience as a pilot to Canton I have no hesitation in saying that the only safe guide through Kapsing Mun Pass is a light on Kapsing Island. A light on Bunsanish Rock intended as a guide through the Pass would only increase the existing danger.

(Sgd.) T. H. CHRISTIE.

The following reply was sent to the Government:

Hongkong Chamber of Commerce,
27th April, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8824/1909) in reply to mine of the 18th instant having reference to the institution of a light on the Southern end of Kapsing Island.

My Committee having consulted the principal Companies interested with regard to the counter-proposition of the Government that a light on Bunsanish Rock would better serve the purpose of furnishing a leading light for the Caputina, the opinion of the representative shipping Companies is now set forth in a memorandum dated 9th April, 1909, prepared by Capt. Lloyd, Master of the s.s. *Fatshan*, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master of the s.s. *Hongshan*, the first of the signatories to the letter previously forwarded to the Government by the Chamber.

Capt. Thomas' letter is endorsed by Mr. T. H. Christie, a pilot of many years' experience. A copy of this letter and endorsement is also enclosed.

My Committee feel that the opinions expressed by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the question.

I should be glad if Capt. Lloyd's memorandum may be returned.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
27th May, 1909.

Sir,—With reference to your letter of the 27th ultimo I am directed to inquire what description of light the Chamber recommends should be placed on the Southern end of Kapsing Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 26th ultimo.

I return herewith Capt. Lloyd's memorandum.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

Hon. Colonial Secretary.—Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kapsing Island and of Lantau Island and he seems to be more anxious for some distinguishing mark, such as a light, than for a light, which, as I have pointed out, would not be visible in thick weather. Such a distinguishing mark could easily and economically be made with a few rocks locally obtained and a bucket of whitewash.

(2) But if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £51.6.2, including freight and insurance; but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expense of salary of light-keepers and of course, oil, etc. An automatic (underrated) acetylene light, such as is extensively used in Canada with great success, would be of much greater power and would cost about £700, but the cost of salaries would be avoided. This price would include an automatic operating apparatus which would make the light self-regulating and less costly to run.

(Sgd.) BASIL TAYLOR.

28.4.09.

Memorandum by Capt. Lloyd on the preceding minute of the Harbour Master.

Re-light on Kapsing Island.

The light asked for on Kapsing Island is intended as a local lead and a powerful light is not necessary, as long as it is plainly visible in dark weather some 4 or 5 miles off, say, from the neighbouring point of Chungshue it would suffice. A white light would probably best meet requirements on account of its superior penetrating power in thick weather, and if it could be made distinctive it would be better, as there are generally many and various lights thereabouts.

On the score of finance, could not some automatic contrivance such as the Gas Fairway Buoys (although it should be in some more

reliable form, as the gas buoys show at times only a pin-point of light) are equipped with a constant attendance. As I have seen mentioned in such connection, and if it could be depended on would be suitable, as the light is peculiarly white.

I have before emphasized the advantage of a prominent structure at that place as a distinguishing mark or guide in a fog. As the proverb says:—"All cats are grey in the dark," so in a shifting fog all rocks and trees lose their identity and are not recognizable, seen for a second or two and then covered up again it is impossible to locate them with certainty, but a structure of lines and angles, seen only for a moment, differing altogether from surrounding objects, speaks for itself, and I would suggest, if not a house, some form of beacon, either cone or obelisk shaped, with a pole and basket on top, rather high up as fogs drift around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such a structure should be distinctively coloured. Striped black and red, I think, the best seen colours in a fog.

(Sgd.) CHAS. V. LLOYD,
Master, *Fatshan*.

Hongkong, May 6th, 1909.

The following letter from Capt. Clarke has been received to-day:

Hongkong, 14th May, 1909.

Proposed Light Kapsing Island.

Sir,—In reply to your inquiry, the general opinion of our Commanders is that the most suitable situation for the light would be on the Southern end of Kapsing Island at an elevation of 30 feet above High Water.

Light—Bright, occulting, of Sixth order, visible for five miles on a clear night.

Structure.—Similar to Ma-wan Island light-house. This would be considered a good distinctive mark in a fog during day time.

Fog-signal.—Bell, worked automatically as in use on the Iron Barrier near Whampoa. In fog or thick rain sound would be a safer warning than the off-chance of seeing the structure of the light tower. I recommend this suggestion to the consideration of your Committee.—I am, &c.,

(Sgd.) W. E. CLARKE,
Secretary.

E. A. M. WILLIAMS, Esq.,
Secretary, Chamber of Commerce.

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

CANTON DAY BY DAY.

OUTRAGE BY ROBBERS.

[From Our Own Correspondent.]

Canton, 3rd June.

At about 9 p.m. on the 28th ultimo a gang of about two hundred robbers, under the leadership of the robber chief Ng Pui, attacked the village of Wong Ma Chong in Shun Tak district, where they ransacked thirty-four houses in all and carried away a large quantity of booty to the value of about \$10,000. The local militia station was destroyed by the desperadoes, two soldiers being killed, while three others fell victims during the engagement between the brigands and the police.

In addition to the booty, the brigands kidnapped seventeen persons, whose whereabouts are not known at present. The victims of the outrage have now reported the case to the Canton officials.

A CHEMIST'S GORROW.

On the 29th ultimo, another robbery was committed shortly after 8 p.m. in a village called Leung To, in Nankoh, where a chemist's establishment was entered and ransacked by about forty robbers. All the valuable articles they could lay their hands on were taken away and in addition to this, the master of the shop was kidnapped. The method employed by the robbers to enter the premises was to pass off under the guise of soldiers.

GAMBLING MONOPOLY RESUMED.

The Board of Re-organization has now granted Mr. Yik Kai Hong permission to continue the gambling monopoly of "Pa Piu" and "Shan Piu" lotteries in the whole of Kwangtung province for a further period of six years at an annual rental of \$3,000,000 plus a royalty of 60,000 taels to the Canton Arsenal, and \$120,000 to the Canton Government Cement Works.

CNREST IN KWANGTUNG.

On the 30th ultimo, the Canton Brigadier General Wu proceeded to Wei-chow with a detachment of troops on board the gunboats *Pei Hung* and *Hai Yin* with the view to keeping a lookout on the movements of the revolutionists, who are alleged to be making attempts to come over to Kwangtung from Hunan to the number of two or three thousand. Advice to the same effect has reached Canton, and the authorities have given instructions to all military officials to take precautions against the perpetration of any outrage. In reference to yesterday's report that the Viceroy has wired urging Admiral Li Chun to return as quickly as possible from the Paracels Islands, it is now learnt that the Viceroy's doing so is to obtain Admiral Li Chun's services in case they are urgently required in anticipation of any disturbances that may possibly arise.

THE SUNNING RAILWAY.

The amount of the daily collection in fares and freight by the Sunning Railway during the 3rd moon is as follows:—

1st day \$541.94; 2nd day \$912.54; 3rd day \$629.18; 4th day \$784.98; 5th day \$673.35; 6th day \$705.12; 7th day \$910.62; 8th day \$859.45; 9th day \$777.07; 10th day \$632.50; 11th day \$688.74; 12th day \$723.05; 13th day \$558.57; 14th day \$701.50; 15th day \$810.31; 16th day \$791.39; 17th day \$720.07; 18th day \$663.80; 19th day \$488.15; 20th day \$609.69; 21st day \$823.50; 22nd day \$752.72; 23rd day \$884.80; 24th day \$707.16; 25th day \$601.39; 26th day \$656.83; 27th day \$786.11; 28th day \$785.05; 29th day \$647.04.

The total amount realized in that month was \$30,664.54.

GOVERNMENT NOTE ISSUE.

A TENTATIVE PROPOSAL.

At the monthly meeting of the General Committee of the Hongkong Chamber of Commerce, held on the 17th ult., the following letter from Government was considered:

Colonial Secretary's Office,
18th April, 1909.

Sir,—I am directed to inform you that H. E. the Governor has at the present time under consideration the question of the introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements; and I am to inquire what are the views of your Chamber on the subject.

2. This matter was last under consideration in 1899 when the Government decided to await the result of the experiment in the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

The Chairman,
Hongkong General Chamber of Commerce.

Hongkong Chamber of Commerce,
21st April, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of 15th April, 1909, (No. 864/1909) stating that His Excellency the Governor has under consideration the question of the introduction into this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, and to state that this matter is receiving my Committee's attention.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not, what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank notes and the data on which such estimate is based.

JUNK MASTER'S WORRIES.

QUESTION OF PRIORITY RAISED.

This morning, in the Court of Summary Jurisdiction, Mr. Justice Cornwell presiding, further argument was continued in the case in which a trader named Ts'ao Lun, of 41, Malt Road, Shau-ki-wan, is proceeding against Ho Cheung, the master of the *Sang Cheung Yung Koo* junk, to recover the sum of \$251.65, balance of an amount alleged to have been deposited with the defendant for a certain purpose. There were two other claims against the junk master. One was by Li Fa, a fisherman, also of Main Road, Shau-ki-wan, who sued for \$100, and the other by Cheung Kam Tai for \$870.60, alleged to have been for salt fish sold and delivered.

When the case was called Mr. John Hastings referred to the case in which a number of judgments had been entered against the owner of a certain junk.

His Honour inquired whether the debt had been paid off.

Mr. Hastings said it was not so.

Mr. Otto Kong Sing—I believe that was the position. I have no objection to Mr. Hastings having priority.

Mr. F. P. Hett thought there was no doubt that Mr. Hastings was entitled to priority. Unfortunately, his Honour had made an order that he came in *pari passu* with the others. He thought that if the Court inspected the endorsement on the writ it would be seen that it was so.

His Honour—As a matter of fact there is an endorsement, but it is really not my endorsement.

Mr. Hett—I have no objection to Mr. Hastings' claim, but Mr. Kong Sing has duplicated. His action did not preserve the property. Under the circumstances I do not think he should have priority.

Mr. Hastings observed that there was plenty of money to pay off all the costs.

His Honour—What is your claim?

Mr. Kong Sing—\$350.

His Honour—And costs?

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE SUNNING RAILWAY.

OPENING CEREMONY.

[By courtesy of the "Sheung Po".]

Sunning, 3rd June.

The inaugural ceremony of the Ning-yung Railway took place to-day.

Among those present were the Viceroy's representative, Taotai Hung Hing Fai, Taotai Chan Mong Tsang (of the Bureau for the Development of Native Industries), and the British Consul-General at Canton.

There were altogether several hundred people present.

To add to the brilliancy of the ceremony the harbour presented a very gay appearance, with the fleet of eleven steam-launches, some twenty flower boats for the accommodation of the guests, and one gunboat which conveyed the officials from Canton.

RAILWAY IN ANHUI.

AN UNRECOGNISED COMPANY.

[By courtesy of the "Sheung Po".]

Peking, 3rd June.

The Po Lun Co. has undertaken to build railways throughout the Province of Anhui and has engaged engineers to survey the route.

It is reported that Viceroy Tuan Fang does not recognise the company.

THE TUNGKUANSAN CONCESSION.

CONFERENCE WITH SIR JOHN KAYE.

[By courtesy of the "Sheung Po".]

Peking, 3rd June.

The representatives of Anhui Province had a long conference with Sir John Lister Kaye and in the discussion which ensued gained their points.

Later.

The Anhui representatives have presented a petition to the Waiwupu in which very forceful terms were employed.

The Waiwupu has not yet replied to the memorial.

Both the Waiwupu and Sir John Kaye were rather embarrassed over this new development, and the Waiwupu has decided to apply to Viceroy Tuan Fang and the Governor of Anhui to use their best endeavours to break up the union which has been formed by the people, so that the matter may be settled amicably.

SHIPPING.

HSU SHIH-CHANG'S INTEREST.

[By courtesy of the "Sheung Po".]

Peking, 3rd June.

H.S.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, takes a keen interest in all that concerns shipping matters.

CHINA'S SOVEREIGN RIGHTS.

A LIST OF LOSSES.

[By courtesy of the "Sheung Po".]

Peking, 3rd June.

The Waiwupu has submitted to the Prince Regent a list of the privileges and sovereign rights lost by China within recent years.

LUZON SUGAR CO.

STRIKE OF EMPLOYEES.

[By courtesy of the "Sheung Po".]

Peking, 3rd June.

The Manila Times of 29th ult. says:—The strike of the employees of the Luzon Sugar Refinery, at Malabon, is at an end. A compromise was reached yesterday between the workmen and the management, and the men all returned to work this morning.

On April 15th the guild of the Union Obrera made formal demand on the company for an increase to three pesos per day for all foremen and operators, with work hours from 6 to 8 and 8.30 to 12 in the morning, and from 1 to 6 in the afternoon. The company refused to respond to the demands of the Union, and a strike was ordered, the entire force walking out on May 12.

Yesterday Ernesto del Rosario, vice-president of the Union, called at the factory at Malabon, and after a conference with the general manager, John Galbreath, a compromise was effected. The company acceded to the demands of the workmen for shorter hours, but agreed to increase the pay of the men by only one peso per day instead of three, as demanded.

The refinery was again opened for business this morning, and all the strikers returned to work.

ANOTHER PEAK ROBBERY.

VALUABLES STOLEN FROM GOUGH HILL ROAD.

Again we have to report another robbery which was perpetrated at the Peak at an early hour this morning. When it was done is known best to those who are concerned in what we may call a transaction.

Although the police, as usual, are very reticent in regard to this matter, our representatives managed to gain a few facts. Whether they will "pan out" is doubtful.

The story that we have heard, in fact the story that we have been told by certain authorities, is something like this: At about nine o'clock this morning somebody (whose name and personality, to say nothing of the fingerprints) managed to rob a house at 5105, Gough Hill Road, the Peak.

As we said before, the man, or as the police suggests, there were two or three in the game, climbed into the bedroom. For Hongkong they got a pretty fair swag. According to the official information the gentleman, who emulated Raftes, took a gold repeating watch, valued at \$80, a sovereign, a gold Chinese and a Japanese coin—total \$140.

The police are on the track of the robbers.

CONTRACTORS GRIEVANCES.

THE NAVAL YARD WALL DISPUTE ENDED.

The Puisse Judge (Mr. H. J. Gompertz) rendered his decision in the Supreme Court, to-day, in the action brought by Li Wo Shing, of the Wo Shing firm, of 11, High Street, West Point, against Lai Fook, representing the Yee Sang Company, 194, Third Street, to recover the sum of \$123.49, alleged to be for work done and materials supplied. The defendant, it will be recalled, admitted owing part of the claim—\$131—which was paid into Court.

His Honour entered judgment for the plaintiff, with costs.

In this matter, the reader will remember, the plaintiff was a sub-contractor and was employed by the defendant. The contract made between them was that plaintiff should attend to the wall enclosing the Naval Yard Extension, along Murray Road, from the V. R. C. end almost up to Queen's Road. It was granite and coping stone work. It was a verbal agreement made between the parties, but subsequently a memorandum was made showing what the price of the work was to be. Some time afterwards the plaintiff was requested by the defendant to do some additional work to the wall. The defendant agreed to the higher prices charged and the work was completed, but he in the end refused to pay plaintiff the full amount for the work done.

For the defence it was understood that in the memorandum the price of the work had been stipulated, and according to that document \$132 was all that was due and owing.

In giving his decision, his Honour said that it seemed to him that if the plaintiff took the risk of not consulting the builder, and not the building work, in accordance with the plans he could not get his claim. As regarded the second part of his claim—the extra charge—he thought he must get judgment for the amount paid into Court, \$131, and the balance of the extra costs of labour during the Chinese New Year festival.

Judgment was accordingly entered for the plaintiff for \$130.19 and costs.

HONGKONG CAPITAL IN THE PHILIPPINES.

A MINING VENTURE.

Baguio, 28th May.

A Hongkong syndicate has purchased a tenth interest in the Headwaters Mining Company (Inc.) from Nels Peterson, for the sum of P20,000. Governor Whitmarsh represented the Hongkong capitalists in closing the deal. This is one of the most important mining deals put through here this year and is an indication of the interest being taken by capitalists of Hongkong in the Philippine mining industry.

The Headwaters Mining Company (Inc.) was recently organized with a capital stock of P500,000 of which P150,000 is paid up. This company controlled a large group of mines in the most desirable section of the Baguio district and the promise for future development in the area is very bright. The president of the company is Mr. H. P. Whitmarsh, the first governor, and a pioneer merchant of the summer capital. He has always taken a lively interest in promotion work affecting the mining industry here and it is largely to his personal efforts that much capital has been attracted.

Nels Peterson, who is a large shareholder in the company and who sold the tenth interest in the Headwaters, is one of the first prospectors who invaded the Benquet country. He has been active in development work and his skill has made him a sought fortune. He is now worth several hundred thousand dollars, the result of his activity in the district and his unbounded faith in the future of mining there.

From a recent report of the operations of the Headwaters Company the following excerpt is taken:—

"No less than four distinct reefs are now being opened up, with a promising outlook as regards values. Reef No. 1 has been stripped of the 'overburden' for some 200 feet and shows a splendid body of ore. The reef is 30 feet in width. The No. 2 reef is 30 feet in width, the face showing 4 feet of loose quartz carrying free gold. No. 3 Tunnel has been extended 15 feet and has solid quartz in the face 3 feet in width. This also pans free gold. No. 4 is a new reef, running parallel with the 'Big Lead' which was exposed by a landslide during the recent storm. This discovery is an ore-body composed of quartz and manganese between well defined walls and five feet in width. A general assay of the face gives the value to be \$20.80 gold, per ton."—*Cablenews-American*.

COUNT Yanagisawa, a well-known authority on the science of statistics, has been appointed to represent the Japanese Government at an International Conference on Statistics to be held in Paris from 5th to 12th next. The Count will travel to Europe by the Siberian Railway.

THE TEMPLE COLLAPSE.

PATIENTS RECOVERING GRADUALLY.

The two women, Ip Chuen (45), a married woman residing at 3, Queen's Road East, and Lo Ho (42), a married woman, of 5, Tai Yuen Street, who were injured in the collapse in the Tai Wong Temple yesterday, are first reported in our last issue, are progressing favourably. Inquiries made at the Government Civil Hospital to-day, elicited the information that the patients were doing well, and there is no fear entertained regarding their recovery. Ip Chuen, we are given to understand, is recovering rapidly, but this cannot be said of Lo Ho, who is in a very weak condition. It will be several days before the pair can leave the institution.

TO BE EXTRADITED.

PRISONER FROM PENANG COMMITTED TO GAOL.

The other day we mentioned in these columns that a man named Lim Chee Sang, alias J. W. Dodson, had been arrested in Hongkong, by Detective Inspector O'Sullivan, on a warrant charging him with the larceny of \$70,000, the property of the Hongkong and Shanghai Banking Corporation (Penang agency).

This morning, in the Police Court, the defendant was put upon his trial. Kirke, of the Penang Police Force, identified the accused as the man whom he had known for years. The magistrate (Mr. J. H. Kemp), after hearing evidence, committed the man to the Victoria Gaol pending the order of the Governor for his extradition.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write this afternoon:—

Most Stocks have been in good demand during the week under review and a fair business has resulted.

Banks.—Hongkong and Shanghai Banks have improved to \$85, at which rate buyers predominate. Small sales at \$90 have also been effected. The London price is 101.

Marine Insurances.—Cantons are weaker and have sellers at \$95. North China continue in request at \$104. Unions are steady and without business to report at \$84. Yangtzes are wanted at \$74.25.

Fire Insurances.—China Fires are still in demand at \$110 without inducing sellers. Hongkong Fires are steady at \$145.

Shipping.—There are sellers of China and Manilas at \$11, and Douglases at \$36. Hongkong, Canton and Macao Steamboats continue strong and are now wanted at \$32. Indo-China has improved to \$26, but holders are waiting for a higher price. Shell Transports have risen to 61, with buyers. Star Ferries, old, are quoted at \$26 ex the dividend of \$1 per share paid on the 2nd inst., and the new shares at \$15 ex the dividend of 50 cents per share. There are probable sellers at these rates.

Refineries.—China Sugars have eased down to \$142. Lurons are neglected at \$15. Perak Sugars have again strengthened and buyers in the North have offered \$15.25.

Mining.—Chinese Engineerings can be sold at the advanced rate of \$18.10.

Docks, Wharves and Godowns.—Kowloon Wharves have been dealt in to a fair extent at \$59, and at the close further buyers prevail at the rate. Whampoa Docks have been sold during the early part of the week at \$68 and \$67, but they are now easier and obtainable at the latter rate. Shanghai Docks have been dealt in at \$18.50. Hongkong Wharves have weakened to \$18, but there are buyers.

Land, Hotels and Buildings.—Anglo-French Lands are again in favour at \$10.40, and Central Stores at \$19. Hongkong Lands have hardened to \$110, at which prices they are wanted, but none can be had unless at a higher rate. Humphreys Estates, with an unsatisfied demand, have risen to \$9, but shares are scarce. Hongkong Hotels are quiet at \$71 for the old shares ex new issue. The new shares have been placed at \$40. West Points have been sold at the improved rate of \$46.

Cotton Mills.—Hongkong Cottons have changed hands at \$83. Ewos have declined to \$120. In other Northern Mills, we take the following changes from latest mail advices to hand:—Internationals \$18, Lau Kong Mows \$18, 105 and 80y Chees \$18.400.

Miscellaneous.—China Borneos have strengthened to \$13, with buyers. China Light and Powers have weakened to \$7 after sales at \$7.40. China Providents are firm, and inquired for at \$63. Dairy Farms have changed hands at \$164. Green Island Cements have been the medium of a large business; sales having taken place at \$8.80 and \$8.90 and can now be placed at \$9. There are buyers of Hongkong Electric at \$19. Peak Tramways are wanted at \$13 for the old shares ex the dividend of 80 cents per share paid on 20th inst., and \$1 for the new shares ex the dividend of 8 cents per share. Union Waterworks have inquired at \$103. Watsons can probably be placed at \$100. Dividend of 50 cents per share paid on the 20th inst. In the North, Langkats have changed hands at \$15.140, while Sumatras have risen to \$18.185.

Exchange.—The Bank's selling rate on London is 1/9 on demand. The T/T rate on Shanghai is 74.

Dividends Payable.—Langkats, second interim dividend of \$12.12 per share payable in Shanghai on the 15th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

June	Settlement 29th June.
July	30th July.
August	30th August.
September	29th September.
October	29th October.
November	29th November.

OPIUM AND ITS CRITICS.

A COMMISSIONER'S AMAZING THEORY.

Having regard to the extreme moderation of the views he expressed as a member of the Straits Opium Commission, we confess to being little surprised at the tone of Bishop Oldham's recent discourse at an anti-opium meeting in Kuala Lumpur, writes the *Straits Times*. Although he committed himself to the amazing theory that there is no such thing as moderation in the use of the drug, the Bishop wound up the note supplementing the general report of the Straits Commissioners with the remark that "haste and suddenness now are to be deprecated quite as much as lethargy and inaction. But in spite of all that the report contained to show that there was no gigantic social evil traceable to the use of opium in the Straits Settlements or F.M.S. there is a broad suggestion in the Kuala Lumpur speech that many people underestimate the facts about the traffic because they have an interest, through the public revenues, in the profits derived from it. Is that quite fair? For our own part we have met a great many people and have talked this matter over with them, and we find that the financial considerations weigh much less than the social and moral. What troubles the minds of the majority of people is the effect likely to be produced by depriving the Chinese of a solace to which they have been accustomed for generations. One finds in every community, practically without exception, a certain proportion of men who insist upon having some special form of indulgence. Among Europeans it is generally alcohol, because they prefer a stimulant; in Asia it is generally opium, because they prefer a sedative. We do not doubt that by

A SLOW PROCESS OF EDUCATION this craving for one form of indulgence or the other may be ultimately eradicated. But what is proposed by the anti-opiumists is that the Asiatics should be forcibly deprived of their own form of indulgence, which, it is assumed, will be replaced by no worse. Other men may be quite as sincere in their desire to see an evil redressed, but if they are persuaded that the suppression of opium will mean the popularisation of morphine, or cocaine, or alcohol, are they not entitled to consider whether the change may not be from a comparative to a positive evil? If the probable effect of converting a thief to honest ways were to make him a murderer, would anyone claim that conversion as a noble and salutary occupation? With all deference to Bishop Oldham we say that there are thousands of Chinese who take an opium pipe when they feel specially tired, worried, or, as we should say, out of sorts. For a few hours it gives them absolute peace, and they trouble no one. A good many Englishmen in like circumstances fly to liquor, and they may pass through a stage of violent madness before they reach a condition of oblivion which is more horrible in its external aspects, and more disastrous in its after consequences than that produced by opium.

TOBACCO SMOKING is almost universal, especially among ministers of religion. They cherish a pipe because it is the mildest way in which the universal craving for some form of indulgence can be expressed. Yet we have seen men's nerves broken, their digestions ruined, their eyesight destroyed by the excessive use of the weed which has had more than one episcopal blessing. We have heard, too, of terms of denunciation applied to tobacco almost identical with those applied to opium. Would it be just to place the millions who smoke in moderation under the necessity of paying exorbitantly for their pleasure because there are a few cases of stupid, uncontrolled excess? If the answer is affirmative why should cheap food be the greatest desideratum of a community which numbers many? In all these matters it seems to us that the type Bishop Oldham represents strives too much for the reform of a few, and cares too little for the comfort of the many.

THERE IS ANOTHER POINT which appears to us to deserve some consideration. Unless we are to assume that the temperate and unwholesome use of liquor, in itself a sin neither the State nor the Church has a right to interfere. The special offence of excess, until it reaches the degree of intensity which is clearly harmful to others than the debauchees themselves, is not a matter for the State but for the moral teachers. Yet the latter clamour continuously for penal laws or prohibition. They speak and act as if they had neither faith themselves nor in the views they teach—as if all moral reform must emanate from a big cudgel with a brawny policeman at one end of it. Force, it used to be said, is no remedy, but, really, in these latter days it seems to be much more fervently hounded than any form of sweet reasonableness or moral suasion with which we are familiar. If Bishop Oldham could show us one opium smoker brought to repentance for each opium addict that he and his anti-opium friends have made out in reading his addresses. At present he rather gives the impression of a person who having entered upon a great work decides that it will be pleasant to cast the drudgery of it on to somebody else. We do not in the least object to "educate, educate, educate"—it is an excellent phrase, but whose business is it to educate and who should be the pupils? Our impression is that where moral conduct is concerned the paid moral teachers should take the work in hand, and that the sinners should be their pupils. Let them give the policeman and his brawny cudgel a good rest. Let them say to the Government when they have taught the Chinese that the use of opium is a folly and a crime, and caused the revenue from opium to disappear, governments, either colonial or imperial, will be foremost in offering congratulations. It is

THE DRAGONING ATTITUDE that we resent—the bullying and badgering of governments into the making of laws which restrain personal freedom, instead of steady patient work upon the minds and hearts of individuals so as to raise them to an appreciation of their own duty and their own highest interests. We rather incline to think that the type of Chinaman who frequents these parts can be led more easily than driven. If the Government says "you shall not have opium at a fair price," they will set their quick wits to work on schemes of smuggling; but if they can be convinced that the use of the drug is bad, they will leave it alone whatever the price may be. Here, then, there should be a splendid field for moral suasion.

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE."

Captain Helms will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th June, 1909. [465]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "CATHERINE APCAR."

Captain G. F. Hudson, will be despatched for the above Ports, on THURSDAY, the 10th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 4th June, 1909. [466]

THE O. S. K. NEW SERVICE.

FORTHCOMING INAUGURATION.

On June 2nd the *Tacoma-maru*, the first vessel on the new service of the Osaka Shosen Kaisha between Hongkong and Tacoma, left Kobe for Hongkong to inaugurate the service.

On the completion of the whole fleet the service will be a fortnightly one. The general route will be from Hongkong, via Shanghai, Moji, Kobe, and Yokohama, occasionally calling at Yokkaichi and Shimidzu, to Tacoma, Wash., where the service is to connect under the sole traffic arrangement with the Chicago, Milwaukee & St. Paul Railway Company, of Chicago, Ill., who are now extending their new line to the Puget Sound.

The service will comprise six new steamers, augmenting the company's present fleet of 127 vessels. They will be each of 12,000 tons displacement (3,833 net), and of a maximum speed of 15 knots per hour. After the launch of the *Tacoma-maru* the other five vessels will follow at short intervals. The latest appliances have been adopted in the general construction of the steamers as well as on the gear and accommodation for sundry cargo, silk, and other valuable.

Extensive docks, warehouses, and other terminal facilities, too, are nearing completion at Tacoma, which, it is claimed, will practically have no rival on the Pacific Coast. The company claims that their arrangements will amply ensure an absence of possible damage to cargo as well as its rapid handling and transportation.

The Pacific Extension of the connecting railway, the Chicago, Milwaukee & St. Paul Railway, is expected to be completed by June, making an aggregate total mileage in operation of 8,430, and this extension will bring forth at once an improved fast freight service between Tacoma and Chicago, the Eastern States and other American and Canadian points. This line, it may be noted, is the southernmost road running from Puget Sound, and also is the only direct service to Chicago under one through control. It will be the shortest route to the Atlantic seaboard—2,177 miles to Chicago and 3,064 miles to New York—and with the track well laid out, easy grade and curves throughout and the lowest altitude in the Cascades and Rockies combined with the new steamship service across the Pacific it is hoped that the new service will be well patronised.

For the handling of local cargo, such as destined for or arriving from various ports in the Sound, British Columbia, and other Pacific Coast points, the necessary arrangements have been concluded with the local steamships and railroads, and every important quarter is now equipped with efficient agencies.

The following particulars of the new vessels are of interest:—The builders are the Kawasaki Shipbuilding Co., Ltd., of Kobe. The length of the boats, which will be twin-screw, will be 410 feet, greatest width 51 ft. 3 ins., and depth 31 ft. 6 ins. They will have a displacement of 12,000 tons, with a gross register tonnage of 6,178 and a net register of 3,833 tons. They are classed 100 A1 at Lloyd's. Their speed will be 15 knots. The vessels will be electric lighted and refrigerated. They will be loaded under the Japanese Government's and Lloyd's three-deck rule, with fore-castle, long bridge deck and poop, steel deck house on the bridge and boat decks. There will be two masts, fore and aft rig. A cellular double bottom will run throughout with a deep tank aft the engine room, while there will be seven watertight and two screen bulkheads, wide-spaced tubular pillars, steel upper and main decks, and steel lower deck in the No. 1 hold. There will be two sets of triple expansion engines, and the load draft of the vessels will be 25 ft. 8 ins. Passenger accommodation will be provided for 200 steerage berths, while a limited number can be accommodated in the cabin. Silk, treasure, and parcel rooms will also be installed. An extra cargo derrick capable of lifting 30 tons will be fitted on the vessels, besides the ordinary cranes.—*Japan Chronicle*.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED BACON and HAM.

VERY MILD HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [380]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.
Hongkong, 10th March, 1908. [184]

To Let.

TO LET. GODOWN, No. 9, DUNDRELL STREET.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [462]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—DAVID SASSOON & Co., LD.
Hongkong, 13th May, 1909. [511]

TO LET.

NO. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 3, Queen's Road West.
Hongkong, 9th March, 1909. [241]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [51]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—S. J. DAVID & Co., Prince's Buildings.
Hongkong, 25th March, 1909. [522]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [468]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RYON TERRACE.

Shipping—Steamers.

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Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS VANCOUVER TO HONGKONG, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

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From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	ALLAN LINE FRIDAY, JULY 9TH.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent, by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop-over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRAUDUOK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

Steamship	On
SHANGHAI, YOKOHAMA, KOBE	KWONGSANG, SUNDAY, 6th June, daylight.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG, MONDAY, 7th June, Noon.
SHANGHAI, YOKOHAMA, KOBE	YATSHING, TUESDAY, 8th June, Noon.
TIENSIN, WEIHAWEI & CHEFOO	CHIPSHING, WEDNESDAY, 9th June, Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG, TUESDAY, 15th June, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers Kutang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 4th June 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.	Y. Date.
SHANGHAI, HOIHOW & HAIPHONG	"LINAN" 6th June, Daylight.
MANILA	"SINGAN" 6th "
AMOI, MANILA, CEBU & ILOILO	"TRAN" 8th " 3 P.M.
SHANGHAI	"BUNGKANG" 8th " 4 P.M.
SHANGHAI	"YINGKOW" 10th "
MANILA, ZAMBOANGA and USUAL	"CHENAN" 13th " 3 P.M.
SHANGHAI	"TAMING" 15th " 4 P.M.
SHANGHAI	"CHINHUA" 17th "

Reduced Steamer Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 4th June, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date.
ZAFIRO	1541	R. Rodger	MANILA	SATURDAY, 10th June, at Noon.
ROBI	1550	R. W. Almond	"	SATURDAY, 10th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Telephone No. 29th May 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1900, at Noon.
S.S. AMERICA MARU	6,200 "	30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	6,000 "	26th Oct., 1900, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

Hongkong, 4th May, 1900.

TOYO-KISEN KAISHA, Yokohama Building.

(257)

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call.)

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers Tonnage (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July.

"SEATTLE MARU" (already launched) 4 other new sister ships to follow.

The steamers have fair speed; Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Treasures and parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated AMIDSHIP, and a limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co's Local Branch Office at Second Floor, No. 1 Queen's Buildings.

Hongkong, 1st June, 1900. T. ARIMA, Manager. (457)

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 9th June, at Daylight.
VICTORIA, B.C. & SHATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	SADO MARU, Capt. Geo. Anderson, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TOSA MARU, Capt. T. Harrison, Tons 6000	TUESDAY, 8th June, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO	* SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
SHANGHAI, MOJI AND KOBE	NIKKO MARU, Capt. M. Yagi, Tons 6500	FRIDAY, 11th June, at Noon.
KOBE AND YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 6000	FRIDAY, 9th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	YEBOSHIMARU, Capt. B. Koo, Tons 4500	THURSDAY, 17th June, at Noon.
	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	SUNDAY, 20th June, at Noon.
	SANUKI MARU, Capt. K. Honma, Tons 6500	FRIDAY, 11th June, at 5 p.m.
	MISHIMA-MARU, Capt. A. E. Moses, Tons 6000	FRIDAY, 18th June, at Noon.

Omitting Shanghai.

Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passenger have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager. (459)

NIPPON YUSEN KAISHA.

EXTA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru (Capt. H. FRASER).....About Wednesday, 30th June.

Kamo Maru (Capt. F. L. SOMMER).....About Wednesday, 28th July.

Mishima Maru (Capt. A. E. MOSES).....About Wednesday, 23rd August.

Atsuta Maru (Capt. W. THOMPSON).....About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars, apply to NIPPON YUSEN KAISHA. Hongkong, June 2nd, 1900. (459)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, COMZENTIAL, AMERI-CAV and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched for the above Ports TO-MORROW, the 5th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 4th June, 1900. (455)

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Laucelle, will be despatched for the above Ports on or about MONDAY, the 7th inst.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 1st June, 1900. (456)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA,"

Captain Hayes, will be despatched as above on or about 8th prox.

The attention of passengers is drawn to the excellent accommodation, provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 25th May, 1900. (441)

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRANI".....On 16th June, 1900.

S.S. "ST. PATRICK".....On 13th July, 1900.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd June, 1900. (432)

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "PATHAN".....About 22nd June.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th May, 1900. (413)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tonnage Captain Sailing Date

Ozera 4,657 F. W. Davies 1st July 1900

Rumour 6,251 J. Matheson 20th July

Aymara 4,393 J. Boyd 26th Aug.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 20th May, 1900. (450)

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 5th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 4th June, 1900. (455)

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Laucelle, will be despatched for the above Ports on or about MONDAY, the 7th inst.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 1st June, 1900. (456)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain W. Barrett, will be despatched as above on or about 13th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 27th May, 1900. (419)

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 10th July, 1900.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1900. (458)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. M. S. CHOW.

Leave Hongkong for Canton at 9 a.m. every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Comp. Co's Wharf is situated in front of the New Western Market, opposite the old harbour wharf.

YUKON R.S. CO., LD.,

100, QUEEN'S ROAD, HONGKONG.

Hongkong, 26th April, 1900. (454)

Intimations.

COLD STORAGE.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
RESERVE.	AT WORKING ACCOUNT						
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$16,000,000	\$2,006,334	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	54 1/2 % \$985 buyers London £91.10/
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	5 1/2 % \$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$123,757 \$117,000 \$123,000	none	\$14 for 1907	7 1/2 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 104 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$109,248 \$105,549 \$118,000	\$2,454,931	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$845
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$104,415 \$199,641 \$1,000,000	\$707,537	\$12 and bonus \$3 for 1907	7 1/2 % \$225 buyers
FIRE INSURANCES.							
Ohia Fire Insurance Company, Limited	0,000	\$100	\$10	\$1,000,000 \$138,663 \$13,003	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 % \$110 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,418,173	\$368,711	\$27 for 1907	8 % \$345
SHIPPING.							
Ohia and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$1,025	\$1 for 1906	1 1/2 % \$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	Nil	2 1/2 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,007,500 \$1,007,500	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 % \$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 % \$73 buyers
Do. (Deferred)	60,000						
Shanghai Toy and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 % Tls. 521 buyers
Do. (Preference)	100,000						
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000 £2,000,000 £2,000,000	£68,817	Second interim of 1/- for a/c 1908	7 % Tls. 53 sales
"Star" Ferry Co., Ltd.	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$5,121	\$1.00 for year ending 30.4.1909	4 % \$16 ex div. b.
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 % Tls. 45 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$143 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	Dr. \$135,821	\$3 for 1907	3 1/2 % \$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,175	Tls. 3 1/2 for year ending 31.8.08	3 1/2 % Tls. 290 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£11,550	Interim of 7/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 181 buyers
Rio Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000 £150,000 £150,000	Dr. £2,191	No. 12 of 1/- = 48 cents	9 1/2 % \$91 sellers
DOCKS, WHARVES & GODOWNS.							
Penwick (Gee) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	11 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000	\$30,103	Final of \$1 1/2 making \$3 1/2 for 1907	11 1/2 % \$59 sa. and b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$18,778	Final of \$4 making \$8 for 1908	11 1/2 % \$68 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,748	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 % Tls. 85 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 10,000 Tls. 115,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 % Tls. 160 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Dr. Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$750,000 \$750,000	Dr. \$4,200	\$2 1/2 for year ending 30.6.07	5 1/2 % \$10 sales
Central Stores, Limited	50,113	\$15	\$15	\$751,695 \$751,695 \$751,695	\$24,611	\$1.20 on old and 60 cents on first new issue	5 1/2 % \$19 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$895	Final of \$3 making \$6 for 1908	5 1/2 % \$42 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$25,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 % \$110 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	6 1/2 % \$91 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$278	\$1 1/2 for 1908	5 % \$30 buyers
Shau Hai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,950,045 Tls. 372,000 Tls. 372,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2 % Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 % \$46 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 120 buyers
Hongkong Cotton Spinning, Weaving, and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 % \$81 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	11 % Tls. 89 sellers
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	11 % Tls. 110 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	11 % Tls. 400 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£648	1/10 per share for 1907 = 1.037	10 % \$102
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	Nil	\$1.20 for 1908	9 % \$123 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$51,138	50 cents for year ended 28.2.06	8 % \$71
Do. Do. special shares	50,000	\$10	\$10	none	none	80 cents for 1908	8 1/2 % \$91 buyers
China Provident Loan & Mortgage Company, Ltd.	135,000	\$10	\$10	\$1,350,000 \$1,350,000 \$1,350,000	\$3,407	\$1 for 1908	8 1/2 % \$91 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 % \$16 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,750	Final of 50 cents making 90 cents for 1908	10 1/2 % \$8.80 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$251	75 cents for 9 months ending 31.12.07	8 % \$12
Hall & Holts, Limited	21,000	\$20	\$20	\$420,000 \$420,000 \$420,000	\$8,057	\$2 for year ending 29.2.09	9 1/2 % \$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 % \$19 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	12 1/2 % \$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 % \$24
Matteucci & Co. (Mijer, Bosch en Landbouwer- plaatse in Langkat, Limited)	25,000	Gs. 100	Gs. 100	Tls. 147,500 Tls. 147,500 Tls. 147,500	Tls. 146,682	1st Quarterly div. of Tls. 12 1/2 for account 1909	4 % Tls. 7,140 sa.
Peak Tramways Company, Limited	45,000	\$10	\$10	\$450,000 \$450,000 \$450,000	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$15 ex div. b.
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	none	None	3 % \$3 ex div.
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	Pa. 18,640	None	3 % \$3
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,609	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 % Tls. 112 1/2 b.
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 181 sellers
Shanghai Waterworks Company, Limited	16,150	£20	£20	Tls. 120,000	Tls. 23,038	Final of 3/- making 46/- for 1908	11 % Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	5 1/2 % \$54
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	8 % \$5
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 % Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$1,350	60 cents for year ending 31.12.09	5 % \$102 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$2,613	80 cents on 9,900 ord. shares and \$19.80 on two Founders shares for yr. end. 31.5.07	6 1/2 % \$13 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$3,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 % \$8.70 ex div.
William Powell, Limited	11,000	\$7	\$7	none	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 % \$4 sales

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

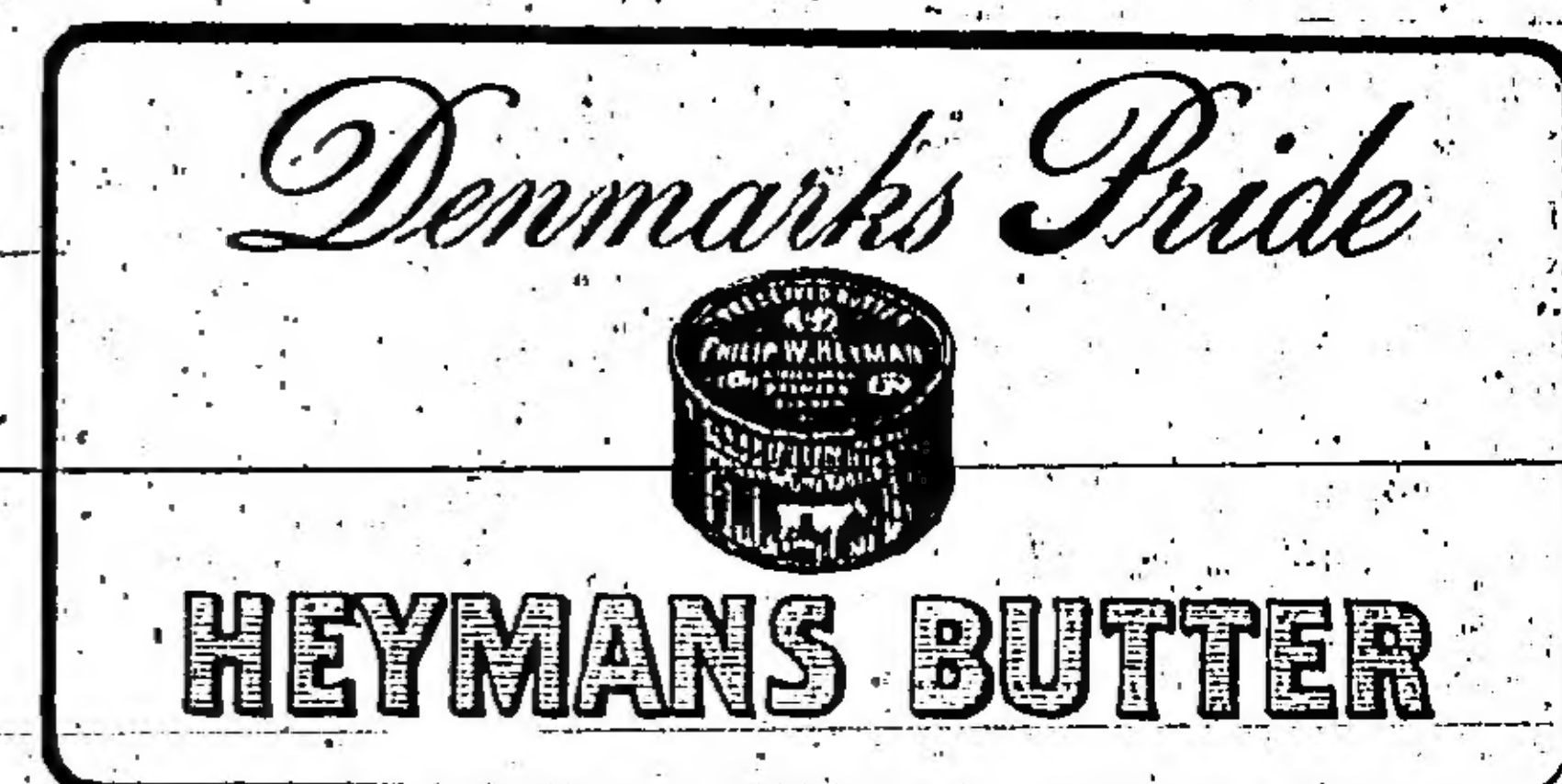
SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

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Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

TO-MORROW,

the 5TH JUNE, 1909, at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET,

AN ASSORTMENT OF

HIGH-CLASS IRISH HOUSEHOLD LINEN,

COMPRISING—

Irish Hand Embroidered Bedspreads, Hemstitched Sheets (various sizes), Double Damask Table Cloths with Serviettes to match, Single and Double White Satin Toilet Quilts, Finest Quality Turkish Bath Towels, Turkish Linen and Huchaback Towels, Ladies' Embroidered Robes, Handkerchiefs, Nightdresses, Skirts, Ladies and Gent's Irish Linen Handkerchiefs, etc., etc., etc.,

AND

A few lots of White and Cream Lace Curtains, Carpets and Suit Lengths.

The goods will be on view on Friday, a.m.

TERMS—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 4th June, 1909.

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VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful impudence, or other influences incidental to the wear and tear and haste of modern life. It is a powerful tonic, strengthening the nervous system, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the nervous system, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the nervous system, and restoring the vitality of the brain and nerves.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the vitality of the blood. It is a powerful tonic, strengthening the nervous system, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the nervous system, and restoring the vitality of the brain and nerves.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of easy money. Price is 1/6 per bottle. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons guilty of piracy.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, etc., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, etc., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order, Remittance, from THE VETARZO REMEDIES CO., Gospel Oak, London, or of Agents for above medicine. Price 10 pence per copy.

Agents for India:—TREACHER AND CO. LTD., BOMBAY, BYCULLA, and POONA.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY.
31, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1909.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARVILLE STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1909.